

**FINAL
FINDING OF NO SIGNIFICANT IMPACT
FINDING OF NO PRACTICABLE ALTERNATIVE
SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT FOR
US 98 AT THE ENTRANCE TO HURLBURT FIELD**

The U.S. Air Force has determined that a Supplemental Environmental Assessment (SEA) is needed when changes to the Proposed Action involve changes in environmental impacts, or when there are new circumstances or information relating to environmental impacts. Therefore, pursuant to the Council on Environmental Quality regulations for implementing procedural provisions of the *National Environmental Policy Act* (NEPA), Title 40 of the Code of Federal Regulations (CFR) §§ 1500-1508; Air Force Environmental Impact Analysis Process (EIAP) regulations by 32 CFR § 989 and Department of Defense Directive 6050.1, the Florida Department of Transportation (FDOT) has conducted a SEA (2013 SEA) to identify and assess probable environmental consequences for the design changes associated with the Proposed Action. The Proposed Action was identified in an Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) dated December 7, 2010 (2010 EA). The Proposed Action entails construction and operation of a new interchange at U.S. Highway 98/State Road (S.R.) 30 and Cody Avenue intersection located at the main gate entrance to Hurlburt Field in Okaloosa County, Florida. Per 40 CFR § 1502.21, the 2010 EA and 2013 SEA are incorporated by reference into this FONSI/FONPA.

Background

This project is the continuation of a Project Development and Environmental (PD&E) study that was conducted in 2003 by HDR Engineering, Inc., under contract with Okaloosa County, Florida, to examine various interchange alternatives at the S.R. 30 (U.S. 98) access to Hurlburt Field. An Enterprise Florida, Inc. (EFI) Florida Infrastructure Grant funded the PD&E study.

In 2003, an EA was conducted for the U.S. Air Force which was subsequently updated in September 2010. On December 07, 2010, the U.S. Air Force, Director of Installations and Mission Support, issued a Finding of No Significant Impact (FONSI). In 2011, an updated Noise Study Report in accordance with 23 CFR § 772, and a public hearing were conducted.

Purpose of and Need for the Changes to the Proposed Action (2013 SEA Section 1.3, page 1-4)

The purpose of the changes to the Proposed Action are to further refine and improve the interchange to produce a more efficient, productive, and safe transportation system while adequately addressing the Purpose and Need defined in the 2010 EA, Section 1.4, pages 1-6 and 1-7.

During design of the interchange, it was determined that several aspects associated with the conceptual design studied in the 2010 EA would need to be re-evaluated in order to more accurately determine the placement of the ramps from a safety standpoint and to ensure compliance with recently revised environmental regulations. Such aspects include, but are not limited to, making sure the eastbound ramps onto Hurlburt Field from U.S. 98/S.R. 30 have adequate traffic storage capacity during peak times, the drainage requirements such as stormwater management pond sizing and locations, ditches, and outfalls, and wetland and floodplain impacts are in compliance with the Florida Department of Environmental Protection (FDEP) Environmental Resource Program (ERP) permitting requirements pursuant to 62-346, of the Florida Administrative Code (F.A.C.). Now that these parameters have been further defined and analyzed, a more accurate representation of impacts can be established. These changes apply to Alternative A considered in the 2010 EA. No changes exist for the remaining alternatives.

Changes to the Proposed Action (2013 SEA Sections 2.2 - 2.4, pages 2-1 to 2-3)

As required by federal regulations, the 2013 SEA addresses the possible environmental impacts resulting from the design changes to the Proposed Action that have occurred since the 2010 EA. These changes are considered "new circumstances" and warrant further environmental analysis with respect to surface waters, floodplains, wetlands, aesthetics, and transportation.

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During the course of the procurement process, FDOT issued a number of addenda which have been incorporated into the design and outlined in **Table 1** below. Other addenda not listed in the table were not associated with design changes and are not mentioned in the 2013 SEA. Design changes shown in **Table 1** (in **bold**) will be carried forward for further study and are described in the 2013 SEA in Section 2.4.

Table 1. Design Changes to the Proposed Action

ADDENDUM NO.	DESIGN CHANGES
3	a. Addition of low-level lighting for US 98 including the elevated section and bridge
4	a. Updated survey b. Updated US 98 survey baseline and stationing per the Atkins Utility Adjustment plans c. Updated utility corridor sketch per the Atkins Utility Adjustment plans d. Added base utility relocations including water, sanitary sewer, buried electric, communications, and petroleum
5	a. Revised traffic model to provide interchange analysis for published service rates from the Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) Manual on Gate Processing as well as the actual field data observations provided in the Hurlburt Field Main Gate Study b. Revised traffic model to incorporate updated daily volume and peak hour factor for the north approach of Cody Avenue c. Added pressure reducing water valve and vault for the base water relocation
8	a. Added Hurlburt Utility Communications relocation b. Reduced US 98 design speed from 50 mph to 45 mph c. Revised six-lane bridge to four-lane bridge d. Developed typical sections using the following criteria: o RFP criteria for number of lanes, lane widths, bike lanes, and sidewalk locations o PPM criteria for median width and shoulder widths e. Revised Southwest Ramp (Ramp D) to provide two lane ramp with 10' full depth paved shoulder f. Added driveway access and turn lanes for the Base's R/V campsite and paintball course at Sta. 333+20 RT g. Revised proposed US 98 lane geometry for revised typical sections and bridge width h. Revised ramp geometries at the tie-ins to US 98 but held the outside edge of ramp locations wherever possible to avoid secondary utility conflicts
9	a. Added a 300' taper and 1,500' single auxiliary lane west of the base housing entrance for the Southwest Ramp (Ramp D) and included a 10' full depth paved shoulder along the entire length of the taper and auxiliary lane
10	a. Added driveway from Campaigne Street to the visitor's center parking lot b. Added sidedrain and modified drainage swale for driveway construction c. Modified Campaigne Street to include exclusive northbound right turn lane d. Added relocation of brick fencing on east side of Campaigne Street e. Added complete replacement of all drainage structures within the project limits
12	a. Modified full height retaining walls to perched walls on 1:4 slopes b. Modified drainage design to include lateral ditch on southwest quadrant

Source: Superior 2012.

Changes Eliminated From Further Analysis (2013 SEA Section 2.3, page 2-2)

During analysis of the design changes mentioned in **Table 1**, it was determined that several changes to the Proposed Action were located in the Area of Potential Effect (APE) studied in the 2010 EA, or had no effect on the environmental resources carried forward because the nature of the design changes focused on enhancing the safety, quality, and value of the project while also reducing cost. These changes are identified as 4 (a-d), 5 (a-c), 8 (a-d and f-h), 10 (c and d), and 12 (a). Therefore, no further evaluation of their effects to environmental resources is required.

Changes Carried Forward For Further Analysis (2013 SEA Section 2.4, pages 2-2 and 2-3)

These changes to the Proposed Action would meet the Purpose and Need, as discussed in Section 1.3 (page 1-4) of the 2013 SEA and Section 1.4 (page 1-6) of the 2010 EA. Therefore, the changes shown in **Table 1** (in **bold**), and described below will be carried forward for further analysis.

Stormwater Management Improvements

As a result of the design and in compliance with the FDEP stormwater management system regulations at 62-346, F.A.C., the stormwater management facilities have been identified. For the purpose of the 2013 SEA, the changes described in **Table 1**, and mentioned below, will be carried forward as stormwater management improvements.

10 (b). Added sidedrain and modified drainage swale for driveway construction.

10 (e). Added complete replacement of all drainage structures within the project limits.

12 (b). Modified drainage design to include lateral ditch on southwest quadrant.

Revised Southwest Ramp (Ramp D)

The Southwest Ramp (Ramp D) was revised to accommodate additional vehicle storage during traffic analysis conducted as part of the Design-Build technical proposal. **Table 1** describes the change as follows:

8 (e). Revised Southwest Ramp (Ramp D) to provide two lane ramp with 10' full depth paved shoulder.

9 (a). Added a 300' taper and 1,500' single auxiliary lane west of the base housing entrance for the Southwest Ramp (Ramp D) and included a 10' full depth paved shoulder along the entire length of the taper and auxiliary lane.

Added Driveway into the Visitor's Center

The existing driveway into the visitor's center will be removed and relocated to Campaigne Street to improve access, safety, and maximize the design associated with the changes to the Proposed Action. **Table 1** describes the change as follows:

10 (a). Added driveway from Campaigne Street to the visitor's center parking lot.

Addition of Low-Level Lighting

Low-level lighting was added to the design to improve safety and aesthetics as listed in Addendum No. 3. **Table 1** describes the change as follows:

3 (a). Addition of low-level lighting for U.S. 98 including the elevated section and bridge.

With the implementation of the Proposed Action, the existing lighting must also be replaced. Based on the project's proximity to the Hurlburt Field runway, structure height restrictions for the proposed new conventional lighting system has been designed in accordance with FDOT, FAA Advisory Circular 70/7460-1K, *Obstruction Marking and Lighting*, and Hurlburt Field requirements. The lighting system will allow for inspection and maintenance with conventional equipment.

Summary of Environmental Consequences

The 2013 SEA does not affect the previous alternatives analyzed in the 2010 EA. Alternative A (which was selected as the Proposed Action in the 2010 EA and FONSI), as modified by the 2013 SEA, remains the Environmentally-Preferable Alternative with the least impacts. The changes discussed above apply to Alternative A considered in the 2010 EA. No changes exist for the remaining alternatives.

Surface Waters (2013 SEA Section 3.1, pages 3-1 and 3-2): Short-term, insignificant impacts to water quality from sedimentation and erosion during construction; Stormwater ponds will be utilized pursuant to 62-346, F.A.C. The unavoidable temporary impacts associated with stormwater management improvements are necessary for an optimized system design and have been minimized to the maximum extent feasible. Stormwater management facilities have been designed and will be permitted to ensure no significant impacts to surface waters will result from the design changes to the Proposed Action.

Floodplains and Wetlands (2013 SEA Section 3.2, pages 3-2 to 3-5): The current project design impacts 0.47 acre of floodplains and 0.31 acres of wetlands. The floodplain impacts and approximately 0.24 acre of wetland impacts occur in the vicinity of Ramp D. The remaining 0.07 acre (estimated) of wetland impacts occur to other jurisdictional ditches located within the existing stormwater conveyance system along the project alignment. The design changes are necessary for an optimized stormwater system and for improved access and safety. The changes to the Proposed Action have been designed using all applicable BMPs, and will be permitted and constructed to ensure no significant impacts to wetlands will occur.

Aesthetics (2013 SEA Section 3.3, pages 3-5 and 3-6): The current project design includes low-level lighting. The design is in accordance with Federal Aviation Administration (FAA) and Hurlburt requirements. As a result of these requirements, the design will improve safety for the traveling public in the event of vehicular maintenance or emergencies as well as Hurlburt Field flight operations, and reduce the potential of light pollution associated with nighttime sky glow. No significant, adverse impacts on aesthetics will occur.

Transportation (2013 SEA Section 3.4, pages 3-7 and 3-8): Insignificant short-term impacts to traffic will occur during construction activities. Revising Ramp D, adding a new driveway off of Campaigne Street, and the addition of low-level lighting will not have significant, adverse, long-term impacts on transportation. All three will provide beneficial impacts on transportation by increasing the storage capacity of vehicles traveling east using Ramp D, improving access and safety to visitors requesting information or entry onto Hurlburt Field, and improving safety for the traveling public in the event of vehicular maintenance or emergencies.

Cumulative Impacts (2013 SEA Sections 3.7, pages 3-9 and 3-10): For the 2013 SEA, potential cumulative impacts were addressed for the changes to the Proposed Action carried forward for detailed analysis. As mentioned in Section 2.6; page 2-3 of the 2013 SEA, the reasonably foreseeable cumulative actions discussed in the 2010 EA, Section 2.6, pages 2-25 and 2-26 and Section 4.6.2; page 4-22 as well as the past and present actions relevant to the Proposed Action in Section 4.6.1; page 4-21, remain unchanged. Many of these actions were assessed in Hurlburt's General Plan EA or were issued a CATEX from further assessment based on that EA. Some of these projects have been assessed in separate EA's or EIS's and some have been built. Therefore, the projects, as referenced above, were not carried forward for further analysis in the 2013 SEA.

No significant cumulative impacts are projected to occur based on the design changes to the Proposed Action. The ERP permitting under 62-346, F.A.C., will ensure adequate stormwater controls are designed and constructed to provide the required treatment and attenuation and to prevent degradation to water quality in surface waters. Although the 2010 EA indicated that floodplain and wetland impacts associated with the Proposed Action would not occur, it has been determined that design changes to the Proposed Action will impact 0.47 acre of 100-year floodplains and 0.31 acre of wetlands; however, this is still less when compared to the 2010 EA where Alternatives B impacted (3.30 acres of floodplains and 0.95 acre of wetlands) and D impacted (2.5 acres of floodplains and 0.78 acre of wetlands). As a result of these impacts, a FONPA has been prepared. In addition, the proponent will be responsible for obtaining a Section 404 permit from the USACE and an ERP permit from the FDEP and provide mitigation (if required) prior to construction. Specific permit requirements will ensure that no negative cumulative impacts to floodplains or wetlands will occur. Cumulative impacts to the aesthetic value of the area are not anticipated as a result of the design changes to the Proposed Action. Beneficial impacts will occur as a result of installing low-level, downward casting lighting (per FAA Advisory Circular 70/7460-1K, Obstruction Marking and Lighting, and Hurlburt requirements), which will improve safety to the traveling public and Hurlburt Field flight operations, and reduce the potential light pollution associated with nighttime sky glow which is important for the nesting sea turtles known to occur on the barrier island located across the Santa Rosa Sound/Intracoastal Waterway. In addition, the proposed bridge and retaining walls will be constructed with low maintenance materials to minimize corrosion and maintain visual consistency with other transportation projects in the area. Furthermore, MSE walls will incorporate aesthetic panels with a two tone finish equipped with Air Force Special Operation Command logos. Cumulative impacts to transportation are not anticipated for the design changes to the Proposed Action.

A traffic control plan will be implemented to ensure no significant, long-term impacts to the traveling public or Hurlburt Field operations will occur.

Status of Plans, Permits, and Management Actions (2013 SEA Section 4.0, pages 4-1 to 4-6): The list of plans, permits, and management actions associated with the Proposed Action from the 2010 EA will be carried forward in the 2013 SEA with status updates, where applicable. The environmental impact analysis process (EIAP) under 32 CFR § 989, for the 2010 EA identified the need for these requirements which were developed through cooperation between the proponent and interested parties involved in the Proposed Action. These requirements are, therefore, to be considered as part of the Proposed Action and implementation would be through the Proposed Action's initiation. The proponent is responsible for adherence to and coordination with the listed entities to complete the plans, permits, and management actions.

Consultation, Coordination, and Public Involvement (2013 SEA Section 5.0, pages 5-1 and 5-2 and Appendices A & B):

The Draft 2013 SEA and Draft FONSI/FONPA were sent to the Florida State Clearinghouse (SCH) and forwarded to the agencies with pertinent environmental resource responsibilities. The SCH issued concurrence on May 20, 2013, referenced by SAI # FL201305206595C.

The Draft 2013 SEA and Draft FONSI/FONPA were advertised in the *Northwest Florida Daily News* on Tuesday, May 21, 2013, the *Florida Administrative Register* May 21, 2013 (Volume 39, Number 99), and made available for review on the web at <http://www2.hurlburt.af.mil/library/index.asp> under the "Hurlburt Field Environmental Documents" link from Tuesday, May 21, 2013, to Friday, June 21, 2013. Each of the public libraries in Fort Walton Beach located at 185 SE Miracle Strip Parkway and Mary Esther located at 100 Hollywood Boulevard, have computers available to the general public and librarians who can provide assistance linking to the document.

Public comments on the Draft 2013 SEA and Draft FONSI/FONPA were received over a 30-day comment period. No public comments were received over the 30-day period.

Finding of No Practicable Alternative

Taking the above information into consideration, pursuant to Executive Orders 11988 (*Floodplain Management*) and 11990 (*Protection of Wetlands*) and the authority delegated by Secretary of the Air Force Order 791.1, I find there is no practicable alternative to conducting the Proposed Action within the floodplain or wetland and the Proposed Action includes all practicable measures to minimize harm to the environment. This finding fulfills both the requirements of the referenced Executive Order and the Air Force EIAP regulation, 32 C.F.R. § 989.14, for a Finding of No Practicable Alternative.

Finding of No Significant Impact

Based upon my review of the facts and analyses contained in the attached SEA, I find the design changes that have occurred to the Proposed Action since the EA dated September 2010, and FONSI signed December 7, 2010, will not have a significant impact on the natural or human environment; therefore, an environmental impact statement is not required. This analysis fulfills the requirements of NEPA, the President's Council on Environmental Quality 40 C.F.R. §§ 1500-1508 and the Air Force EIAP regulations 32 C.F.R. § 989.



CLAUDE V. FULLER, JR., Colonel, USAF
Director, Installations and Mission Support

Date

**U.S. 98 (S.R. 30) at the
Entrance to Hurlburt Field**

FPN 415067-2-52-01

**Final
Supplemental
Environmental Assessment**

**Finding of No Significant Impact
and
Finding of No Practicable Alternative**

Prepared for:

Hurlburt Field



In Cooperation with the

Florida Department of Transportation, District 3



June 2013

Prepared by:

HDR Engineering, Inc.

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TABLE OF CONTENTS

	Page
1.0 PURPOSE OF AND NEED FOR THE CHANGES TO THE PROPOSED ACTION1-1	
1.1 INTRODUCTION	1-1
1.2 BACKGROUND	1-1
1.3 PURPOSE OF AND NEED FOR THE CHANGES	1-4
1.3.1 Purpose of the Changes.....	1-4
1.3.2 Need for the Changes.....	1-4
1.4 SCOPING AND CONSULTATION	1-4
1.5 RESOURCE AREAS ELIMINATED FROM FURTHER ANALYSIS	1-4
1.6 RESOURCE AREAS CARRIED FORWARD FOR FURTHER ANALYSIS.....	1-5
1.7 ORGANIZATION OF THIS SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT	1-5
1.8 PERMITTING REQUIREMENTS.....	1-5
2.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES2-1	
2.1 INTRODUCTION	2-1
2.2 DESCRIPTION OF CHANGES.....	2-1
2.3 CHANGES ELIMINATED FROM FURTHER ANALYSIS	2-2
2.4 CHANGES CARRIED FORWARD FOR FURTHER ANALYSIS.....	2-2
2.4.1 Stormwater Management Improvements	2-2
2.4.2 Revised Southwest Ramp (Ramp D)	2-2
2.4.3 Added Driveway into the Visitor's Center	2-3
2.4.4 Addition of Low-Level Lighting.....	2-3
2.5 SELECTION CRITERIA FOR CHANGES.....	2-4
2.6 REASONABLY FORESEEABLE CUMULATIVE ACTIONS	2-4
2.7 COMPARISON OF CHANGES	2-4
3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES3-1	
3.1 SURFACE WATERS	3-1
3.1.1 Stormwater Management Improvements	3-1
3.1.2 Revised Southwest Ramp (Ramp D)	3-1
3.1.3 Added Driveway into the Visitor's Center	3-1
3.1.4 Addition of Low-Level Lighting.....	3-2
3.2 FLOODPLAINS AND WETLANDS.....	3-2
3.2.1 Stormwater Management Improvements	3-2
3.2.2 Revised Southwest Ramp (Ramp D)	3-5
3.2.3 Added Driveway into the Visitor's Center	3-5
3.2.4 Addition of Low-Level Lighting.....	3-5
3.2.5 Mitigation Measures	3-5
3.3 AESTHETICS.....	3-5
3.3.1 Stormwater Management Improvements	3-5
3.3.2 Revised Southwest Ramp (Ramp D)	3-6
3.3.3 Added Driveway into the Visitor's Center	3-6
3.3.4 Addition of Low-Level Lighting.....	3-6
3.4 TRANSPORTATION.....	3-7
3.4.1 Stormwater Management Improvements	3-7
3.4.2 Revised Southwest Ramp (Ramp D)	3-7
3.4.3 Added Driveway into the Visitor's Center	3-8

3.4.4	Addition of Low-Level Lighting.....	3-8
3.5	RELATIONSHIPS BETWEEN SHORT-TERM USES OF THE ENVIRONMENT	3-8
3.6	CUMULATIVE IMPACTS	3-8
3.7	ANALYSIS OF CUMULATIVE IMPACTS	3-9
3.7.1	Surface Waters	3-9
3.7.2	Floodplains and Wetlands	3-9
3.7.3	Aesthetics	3-9
3.7.4	Transportation	3-9
4.0	STATUS OF PLANS, PERMITS, AND MANAGEMENT ACTIONS	4-1
4.1	PLANS	4-1
4.2	PERMITS	4-1
4.3	MANAGEMENT ACTIONS	4-2
4.3.1	Air Quality	4-2
4.3.2	Soils and Erosion	4-2
4.3.3	Water Resources	4-2
4.3.4	Biological Resources	4-4
4.3.5	Wetlands	4-4
4.3.6	Noise and Vibration	4-5
4.3.7	Cultural Resources	4-5
4.3.8	Hazardous Materials	4-5
4.3.9	Utilities	4-6
4.3.10	Aesthetics	4-6
4.3.11	Transportation	4-6
5.0	CONSULTATION AND COORDINATION	5-1
5.1	FEDERAL, STATE, AND LOCAL AGENCIES	5-1
5.2	PUBLIC INVOLVEMENT	5-2
6.0	LIST OF PREPARERS	6-1
7.0	REFERENCES	7-1

LIST OF APPENDICES

- A. Federal Agency Coastal Zone Management Act (CZMA) Consistency Determination
- B. Public Involvement

LIST OF FIGURES

1.	Location Map	1-2
2.	Proposed Project Area	1-3
3.	Ramp Schematic	2-3
4.	Floodplain Impact Area	3-3
5.	Wetland Impact Areas	3-4

LIST OF TABLES

1.	Design Changes to the Proposed Action	2-1
2.	Summary of Impacts from Changes to the Proposed Action	2-4

AFB	Air Force Base
AFI	Air Force Instruction
AFSOC	Air Force Special Operations Command
APE	Area of Potential Effect
BMP	Best Management Practice
CAA	Clean Air Act
CATEX	Categorical Exclusion
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
EA	Environmental Assessment
EBS	Environmental Baseline Survey
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
EO	Executive Order
ERP	Environmental Resource Program
ESCP	Erosion and Sedimentation Control Plan
FAA	Federal Aviation Administration
F.A.C.	Florida Administrative Code
FCMP	Florida Coastal Management Program
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FONPA	Finding of No Practicable Alternative
FONSI	Finding of No Significant Impact
F.S.	Florida Statutes
FWC	Florida Fish and Wildlife Conservation Commission
HPS	High Pressure Sodium
MH	Mounting Height
MSE	Mechanically Stabilized Earth
MS4	Municipal Separate Storm Sewer Systems
NAVD	North American Vertical Datum
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NOT	Notice of Termination
NPDES	National Pollution Discharge Elimination System
ROW	Right-of-Way
SCH	Florida State Clearinghouse
SDDCTEA	Surface Deployment and Distribution Command Transportation Engineering Agency
SEA	Supplemental Environmental Assessment
SHPO	State Historic Preservation Officer
SOW	Special Operations Wing
S.R.	State Road
SWPPP	Stormwater Pollution Prevention Plan
TCP	Traffic Control Plan
UMAM	Uniform Mitigation Assessment Method
U.S.	United States
USACE	United States Army Corps of Engineers
USC	United States Code
USFWS	United States Fish and Wildlife Service

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1.0 PURPOSE OF AND NEED FOR THE CHANGES TO THE PROPOSED ACTION

1.1 INTRODUCTION

This Supplemental Environmental Assessment (SEA) examines the potential environmental impacts resulting from the design changes that have occurred to the Proposed Action since the Environmental Assessment (EA) dated September 2010 and Finding of No Significant Impact (FONSI) signed December 7, 2010; the 2010 EA is incorporated by reference per 40 Code of Federal Regulations (CFR) § 1502.21. This SEA does not affect the previous alternatives analyzed in the 2010 EA. Alternative A (which was selected as the Proposed Action in the 2010 EA and FONSI), as modified by this SEA, remains the Environmentally-Preferable Alternative with the least impacts.

Hurlburt Field has determined that a SEA is needed when changes to the Proposed Action involve changes in environmental impacts, or when there are new circumstances or information relating to environmental impacts. The environmental analysis contained within this SEA will determine if there are significant impacts requiring preparation of an Environmental Impact Statement (EIS) or if the impacts are not significant, a FONSI/FONPA.

This SEA has been prepared in accordance with the requirements of the *National Environmental Policy Act* (NEPA) of 1969 (42 United States Code [U.S.C.] 4321 et seq.), the Council on Environmental Quality (CEQ) regulations of 1978 (40 CFR §§ 1500-1508), and the Air Force's Environmental Impact Analysis Process (EIAP) (32 CFR § 989).

1.2 BACKGROUND

The 2010 EA proposed construction of a new interchange at U.S. 98/S.R. 30 and Cody Avenue intersection located at the main gate entrance to Hurlburt Field in Okaloosa County, Florida (**Figures 1 and 2**). The 2010 EA defined the Purpose of and Need for the new interchange (Section 1.4, pages 1-6 and 1-7), described the Proposed Action and alternatives (Sections 2.2-2.5, pages 2-4 to 2-24), identified the preferred alternative for the interchange (Section 2.5.1, pages 2-16 to 2-24), and evaluated the potential environmental impacts resulting from the Proposed Action and alternatives, including the No Action alternative, (Section 4.0), as well as any applicable plans, permits, management actions, mitigation measures, and best management practices (BMPs) that would avoid or minimize environmental impacts (Section 5.0, pages 5-1 to 5-3).



Figure 1. Location Map



Figure 2. Proposed Project Area

1.3 PURPOSE OF AND NEED FOR THE CHANGES

1.3.1 Purpose of the Changes

The purpose of the changes to the Proposed Action are to further refine and improve the interchange to produce a more efficient, productive, and safe transportation system while adequately addressing the Purpose and Need defined in the 2010 EA, Section 1.4, pages 1-6 and 1-7.

1.3.2 Need for the Changes

During design of the interchange, it was determined that several aspects associated with the conceptual design studied in the 2010 EA would need to be re-evaluated in order to more accurately determine the placement of the ramps from a safety standpoint and to ensure compliance with recently revised environmental regulations. Such aspects include, but are not limited to, making sure the eastbound ramps onto Hurlburt Field from U.S. 98/S.R. 30 have adequate traffic storage capacity during peak times, the drainage requirements such as stormwater management pond sizing and locations, ditches, and outfalls, and wetland and floodplain impacts are in compliance with the Florida Department of Environmental Protection (FDEP) Environmental Resource Program (ERP) permitting requirements pursuant to 62-346, of the Florida Administrative Code (F.A.C.). Now that these parameters have been further defined and analyzed, a more accurate representation of impacts can be established. The changes discussed above apply to Alternative A considered in the 2010 EA. No changes exist for the remaining alternatives.

1.4 SCOPING AND CONSULTATION

The Draft SEA and Draft FONSI/FONPA were sent to the Florida State Clearinghouse (SCH) and forwarded to the agencies with pertinent environmental resource responsibilities. The SCH issued concurrence on May 20, 2013, referenced by SAI # FL201305206595C, and is documented in **Appendix A** of this SEA. In addition, on May 21, 2013, the public involvement process was initiated by placing a notice in the *Northwest Florida Daily News* announcing the availability of the Draft SEA and Draft FONSI/FONPA for a 30-day public review and comment period. A copy of the publication as it ran in the newspaper is shown in **Appendix B**.

1.5 RESOURCE AREAS ELIMINATED FROM FURTHER ANALYSIS

The resource areas previously analyzed in the 2010 EA consisted of air quality, geological resources, water resources, biological resources, wetlands, noise, cultural resources, hazardous materials and wastes, socioeconomics, environmental justice, land use and aesthetics, transportation, and utilities. As a result of the design changes to the Proposed Action, no additional effects on air quality, geological resources (including soils), biological resources, noise, cultural resources, hazardous materials and wastes management, socioeconomics, environmental justice, land use, and utilities are expected, thus no further analyses of these resources are presented in this SEA.

1.6 RESOURCE AREAS CARRIED FORWARD FOR FURTHER ANALYSIS

As a result of the changes to the Proposed Action during design of the interchange, relevant environmental issues that are addressed in this document include potential effects in the areas of water resources, (surface waters and floodplains), wetlands, aesthetics, and transportation. Cumulative impacts were also reviewed and addressed.

As discussed in Section 1.5 (page 1-8) of the 2010 EA, a sliding-scale approach was used for the analysis of potential environmental effects. That is, certain aspects of the changes to the Proposed Action have a greater potential for creating environmental effects than others; therefore, they are discussed in greater detail in this SEA than those aspects of the action that have little potential for effect. For example, implementation of the changes to the Proposed Action could affect surface waters, floodplains, wetlands, aesthetics, and transportation in the area. This SEA, therefore, presents in-depth descriptive information on these resources to the fullest extent necessary for effects analysis.

1.7 ORGANIZATION OF THIS SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

This SEA evaluates the changes to the Proposed Action since the 2010 EA and follows the organization established by the CEQ regulations (40 CFR, §§ 1500-1508). This document consists of the following chapters.

- Chapter 1 - Purpose of and Need for the Changes to the Proposed Action
- Chapter 2 - Description of Changes to the Proposed Action
- Chapter 3 - Affected Environment and Environmental Consequences
- Chapter 4 - Status of the Plans, Permits/Approvals, and Management Actions
- Chapter 5 - Consultations and Coordination
- Chapter 6 - List of Preparers
- Chapter 7 - References
- Appendix A - CZMA Determination and State Clearinghouse Coordination
- Appendix B - Public Involvement

1.8 PERMITTING REQUIREMENTS

The Florida Department of Transportation (FDOT) has applied for the ERP permit (Application No. 318495-001) from the FDEP to construct the Proposed Action. This ERP permit will satisfy both the stormwater management requirements and impacts to state wetlands pursuant to 62-346, F.A.C. A Section 404 permit under the *Clean Water Act* (CWA) from the United States Army Corps of Engineers (USACE) is required and will be obtained in conjunction with the ERP permit. In addition, the construction contractor is required to obtain a National Pollutant Discharge Elimination System (NPDES) Notice of Intent (NOI) and a Notice of Termination (NOT) from FDEP pursuant to 62-621.300, F.A.C. All permits will be obtained prior to construction.

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2.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

2.1 INTRODUCTION

As required by federal regulations, this SEA addresses the possible environmental impacts resulting from the design changes to the Proposed Action that have occurred since the 2010 EA. These changes are considered “new circumstances” and warrant further environmental analysis with respect to surface waters, floodplains, wetlands, aesthetics, and transportation.

2.2 DESCRIPTION OF CHANGES

During the course of the procurement process, FDOT issued a number of addenda which have been incorporated into the design and outlined in **Table 1** below. Other addenda not listed in the table were not associated with design changes and are not mentioned in this SEA. Design changes shown in **Table 1** (in **bold**) will be carried forward for further study and are described in Section 2.4. The changes discussed below apply to Alternative A considered in the 2010 EA. No changes exist for the remaining alternatives.

Table 1. Design Changes to the Proposed Action

ADDENDUM NO.	DESIGN CHANGES
3	a. Addition of low-level lighting for U.S. 98 including the elevated section and bridge
4	a. Updated survey b. Updated U.S. 98 survey baseline and stationing per the Atkins Utility Adjustment plans c. Updated utility corridor sketch per the Atkins Utility Adjustment plans d. Added base utility relocations including water, sanitary sewer, buried electric, communications, and petroleum
5	a. Revised traffic model to provide interchange analysis for published service rates from the Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) Manual on Gate Processing as well as the actual field data observations provided in the Hurlburt Field Main Gate Study b. Revised traffic model to incorporate updated daily volume and peak hour factor for the north approach of Cody Avenue c. Added pressure reducing water valve and vault for the base water relocation
8	a. Added Hurlburt Utility Communications relocation b. Reduced U.S. 98 design speed from 50 mph to 45 mph c. Revised six-lane bridge to four-lane bridge d. Developed typical sections using the following criteria: o RFP criteria for number of lanes, lane widths, bike lanes, and sidewalk locations o PPM criteria for median width and shoulder widths e. Revised Southwest Ramp (Ramp D) to provide two lane ramp with 10' full depth paved shoulder f. Added driveway access and turn lanes for the Base's R/V campsite and paintball course at Sta. 333+20 RT g. Revised proposed U.S. 98 lane geometry for revised typical sections and bridge width h. Revised ramp geometries at the tie-ins to U.S. 98 but held the outside edge of ramp locations wherever possible to avoid secondary utility conflicts
9	a. Added a 300' taper and 1,500' single auxiliary lane west of the base housing entrance for the Southwest Ramp (Ramp D) and included a 10' full depth paved shoulder along the entire length of the taper and auxiliary lane
10	a. Added driveway from Campaigne Street to the visitor's center parking lot b. Added sidedrain and modified drainage swale for driveway construction c. Modified Campaigne Street to include exclusive northbound right turn lane d. Added relocation of brick fencing on east side of Campaigne Street e. Added complete replacement of all drainage structures within the project limits
12	a. Modified full height retaining walls to perched walls on 1:4 slopes b. Modified drainage design to include lateral ditch on southwest quadrant
<i>Source: Superior 2012.</i>	

2.3 CHANGES ELIMINATED FROM FURTHER ANALYSIS

During analysis of the design changes mentioned in **Table 1**, it was determined that several changes to the Proposed Action were located in the Area of Potential Effect (APE) studied in the 2010 EA, or had no effect on the environmental resources carried forward because the nature of the design changes focused on enhancing the safety, quality, and value of the project while also reducing cost. These changes are identified as 4 (a-d), 5 (a-c), 8 (a-d and f-h), 10 (c and d), and 12 (a). Therefore, no further evaluation of their effects to environmental resources is required.

2.4 CHANGES CARRIED FORWARD FOR FURTHER ANALYSIS

These changes to the Proposed Action would meet the Purpose and Need, as discussed in Section 1.3 (page 1-4) of this SEA and Section 1.4 (page 1-6) of the 2010 EA. Therefore, the changes shown in **Table 1** (in **bold**), and described below will be carried forward for further analysis. Furthermore, the conceptual plans from the request for proposal are contained in **Appendix C** for reference.

2.4.1 Stormwater Management Improvements

As a result of the design and in compliance with the FDEP stormwater management system regulations at 62-346, F.A.C., the stormwater management facilities have been identified. For the purpose of this SEA, the changes described in **Table 1**, and mentioned below, will be carried forward as stormwater management improvements.

10 (b). Added sidedrain and modified drainage swale for driveway construction.

10 (e). Added complete replacement of all drainage structures within the project limits.

12 (b). Modified drainage design to include lateral ditch on southwest quadrant.

2.4.2 Revised Southwest Ramp (Ramp D)

The Southwest Ramp (Ramp D) was revised to accommodate additional vehicle storage during traffic analysis conducted as part of the Design-Build technical proposal. **Table 1** describes the changes as follows:

8 (e). Revised Southwest Ramp (Ramp D) to provide two lane ramp with 10' full depth paved shoulder.

9 (a). Added a 300' taper and 1,500' single auxiliary lane west of the base housing entrance for the Southwest Ramp (Ramp D) and included a 10' full depth paved shoulder along the entire length of the taper and auxiliary lane.

Figure 3 on the next page shows the ramp schematic for visual reference.

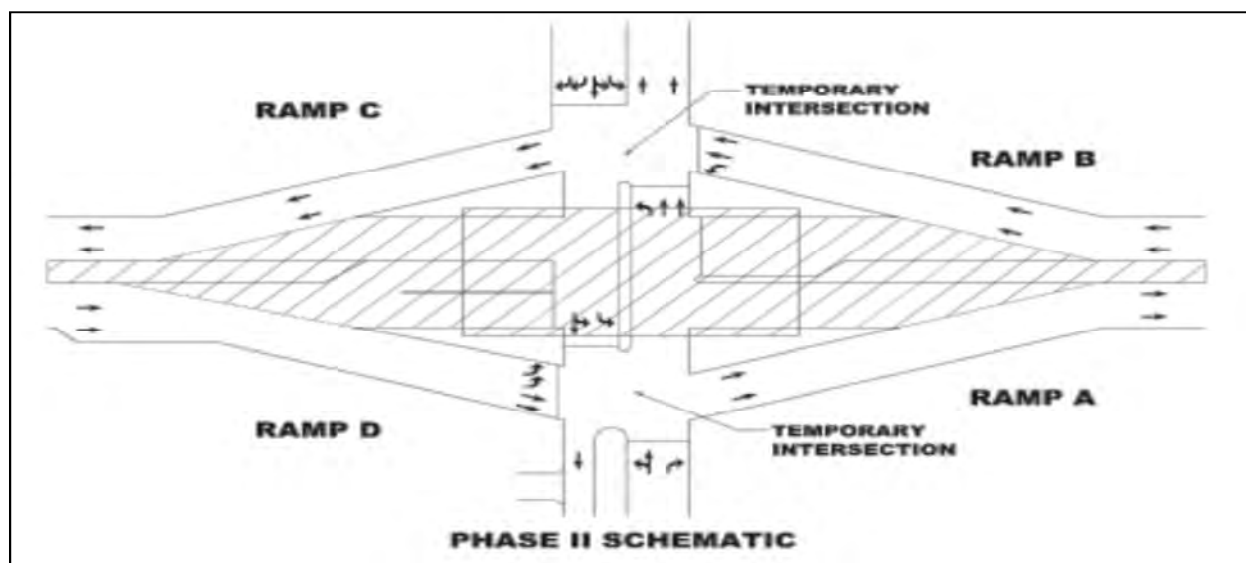


Figure 3. Ramp Schematic

2.4.3 Added Driveway into the Visitor's Center

The existing driveway into the visitor's center will be removed and relocated to Campaigne Street to improve access, safety, and maximize the design associated with the changes to the Proposed Action. **Table 1** describes the change as follows:

10 (a). Added driveway from Campaigne Street to the visitor's center parking lot.

2.4.4 Addition of Low-Level Lighting

Low-level lighting was added to the design to improve safety and aesthetics as listed in Addendum No. 3. **Table 1** describes the change as follows:

3 (a). Addition of low-level lighting for U.S. 98 including the elevated section and bridge.

With the implementation of the Proposed Action, the existing lighting must also be replaced. The proposed new conventional lighting system will use FDOT standard aluminum poles and bracket arms. Because of the close proximity to the Hurlburt Field runway, the maximum fixed structure height restriction at the center of the project bridge limits the luminaire mounting height (MH) to 35 feet. With this constraint on MH, a 250 watt maximum lighting source can be provided for roadway lighting on the top, center portion of the bridge. The proposed design also uses a flat glass luminaire to reduce glare and eliminate light above 90 degrees from vertical to the center of the face. Double arm, median barrier wall mounted, 2-250 watt, high pressure sodium (HPS) luminaires at 35 foot MH in the center portion of the bridge and 40 foot MH on the roadway approaches are used to conform to FDOT design requirements and Hurlburt Field runway height restrictions at the project. Outside the limits of the bridge and roadway approaches, 400 watt HPS luminaires are located at a 45 foot MH on the outside shoulder of through and auxiliary lanes on SR 30. On all ramps a 250 watt HPS luminaire at a 35 foot MH is used. The existing electrical power source will be used with a new lighting load center. The lighting system will allow for inspection and maintenance with conventional equipment (Superior 2012).

2.5 SELECTION CRITERIA FOR CHANGES

The selection criteria used to evaluate the changes to the Proposed Action are consistent with the selection criteria of the 2010 EA, found in Section 2.3, page 2-13.

2.6 REASONABLY FORESEEABLE CUMULATIVE ACTIONS

The reasonably foreseeable cumulative actions discussed in the 2010 EA, Section 2.6, pages 2-25 and 2-26, remain unchanged. Many of these actions were assessed in Hurlburt's General Plan EA or were issued a CATEX from further assessment based on that EA. Some of these projects have been assessed in separate EA's or EIS's. Therefore, the projects, as referenced above, will not be carried forward for further analysis in this SEA.

2.7 COMPARISON OF CHANGES

Table 2. Summary of Impacts from Changes to the Proposed Action

Resource Category	2010 EA	2013 SEA
Surface Waters	Short-term, insignificant impacts to water quality from sedimentation and erosion during construction; Stormwater ponds will be utilized pursuant to 62-346, F.A.C.	Short-term, temporary unavoidable impacts associated with improving the stormwater management facilities are anticipated during construction. Stormwater management facilities have been designed and will be permitted and constructed pursuant to 62-346, F.A.C. to ensure no significant impacts to surface waters will result from the design changes to the Proposed Action.
Floodplains	No impacts from construction activities; Right-of-Way (ROW) easement traverses 0.01 acre.	The current project design impacts 0.47 acre of floodplains. These unavoidable impacts are necessary for an optimized system design and have been minimized to the maximum extent feasible. The changes to the Proposed Action have been designed using all applicable BMPs, and will be permitted and constructed to ensure no significant impacts to floodplains will occur.
Wetlands	No impacts to wetlands.	The current project design impacts 0.31 acre of wetlands. These unavoidable impacts are associated with the existing stormwater conveyance system (jurisdictional ditches) from stormwater management improvements and the design revision of Ramp D. The design changes are necessary for an optimized stormwater system and for improved access and safety. The changes to the Proposed Action have been designed using all applicable BMPs, and will be permitted and constructed to ensure no significant impacts to wetlands will occur.
Aesthetics	Insignificant change to visual resources.	The current project design includes low-level lighting. The design is in accordance with Federal Aviation Administration (FAA) and Hurlburt Field requirements. As a result of these requirements, the design will improve safety for the traveling public in the event of vehicular maintenance or emergencies and reduce the potential of light pollution associated with nighttime sky glow. No significant, adverse impacts on aesthetics will occur.
Transportation	Temporary, short-term impacts on transportation during construction.	Temporary, short-term impacts on transportation during construction. The design changes will not have significant, adverse, long-term impacts on transportation. Beneficial impacts to transportation will occur by increasing the storage capacity of vehicles traveling east using Ramp D, improving access and safety to visitors requesting information or entry onto Hurlburt Field, and improving safety for the traveling public in the event of vehicular maintenance or emergencies.

3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

The environment affected by the design changes to the Proposed Action remains unchanged from the 2010 EA. Therefore, this section focuses on the potential environmental consequences of those changes. Environmental issues are identified and addressed based on a sliding scale approach discussed in the 2010 EA (Section 1.6). The changes discussed below apply to Alternative A considered in the 2010 EA. No changes exist for the remaining alternatives.

3.1 SURFACE WATERS

Refer to the 2010 EA, Section 3.3.3.1; pages 3-12 and 3-13, and Section 4.1.3; pages 4-5 and 4-6.

3.1.1 Stormwater Management Improvements

The surface water section in the 2010 EA contains information relevant to stormwater management facilities such as ditches, cross drains, and outfall drainage basins as well as the regional stormwater ponds located on Air Force property that eventually drain to the Santa Rosa Sound. As stated in the 2010 EA, stormwater management facilities are required pursuant to 62-346, F.A.C. As a result of the design and in compliance with the FDEP stormwater management system regulations, the stormwater management facilities have been identified.

During construction, the short-term, temporary unavoidable impacts associated with improving the stormwater management facilities are necessary for an optimized system design and have been minimized to the maximum extent feasible. These facilities have been designed to collect and attenuate the runoff necessary to ensure no significant, long-term adverse impacts will occur to surface waters or their water quality. The ERP permit application (No. 318495-001) has been submitted and permits will be received prior to construction. Therefore, no significant impacts to surface waters will result from the stormwater management improvements.

3.1.2 Revised Southwest Ramp (Ramp D)

Southwest Ramp (Ramp D) (**Figure 3**) was revised to accommodate additional vehicle storage during traffic analysis conducted as part of the Design-Build technical proposal. Adding a 300' taper and 1,500' single auxiliary lane west of the base housing entrance will increase the impervious surface of the Proposed Action. However, because the stormwater management facilities have been designed and will be constructed pursuant to 62-346, F.A.C. to accommodate this change, there will be no significant, adverse impacts to surface waters or their water quality.

3.1.3 Added Driveway into the Visitor's Center

Design changes to the Proposed Action include the relocation of an existing driveway into the new visitor center. This design change removes the existing driveway from Hume Drive and relocates it off of Campaigne Street. The change is necessary to improve access and safety into the visitor's center as a result of the location of the Proposed Action (Ramp D). The impervious surface has been calculated as part of the drainage design to ensure no significant, adverse impacts will occur to surface waters or their water quality.

3.1.4 Addition of Low-Level Lighting

There will be no adverse impacts to surface waters or their water quality as a result of the addition of low-level lighting.

3.2 FLOODPLAINS AND WETLANDS

For floodplains refer to the 2010 EA, Section 3.3.3.2; pages 3-14 and 3-15, and Section 4.1.3; pages 4-5 and 4-6. For wetlands refer to the 2010 EA, Section 3.3.5; pages 3-23 through 3-26, and Section 4.1.5; pages 4-9 and 4-10.

3.2.1 Stormwater Management Improvements

The 2010 EA indicated that floodplain and wetland impacts associated with the Proposed Action were not anticipated. However, based on the design changes, 100-year floodplain impacts are now estimated at 0.47 acre and wetland impacts, in the form of jurisdictional ditches, are estimated at 0.31 acre (**Figures 4 and 5**). Impacts to the floodplains and wetlands are necessary in order to accommodate the Proposed Action including roadway construction and stormwater management system improvements. There are no other practicable alternatives to construction in the 100-year floodplain or wetlands. Therefore, a Finding of No Practicable Alternative (FONPA) has been prepared in accordance with Executive Order (EO) 11988, *Floodplain Management* and EO 11990, *Protection of Wetlands*. The FONPA has been prepared because design changes to the Proposed Action will have minimal impact on 0.47 acre of Federal Emergency Management Agency (FEMA) Flood Zone AE and areas at or below the 100-year flood elevation (8.6 feet NAVD); Flood Zone AE denotes areas to be within the 100-year floodplain, and 0.31 acre of wetlands (ditches) jurisdictional to the USACE. Wetland mitigation will be provided if required by FDEP and/or USACE. The FDEP indicated in the February 08, 2013 site visit that they do not anticipate that mitigation for the proposed wetland impacts will be required; USACE has not yet determined whether mitigation will be required. It is anticipated that the new stormwater conveyance facilities may serve to fulfill mitigation requirements since these areas will provide similar ecological function over a comparable area. All wetlands adjacent to the Proposed Action, but outside of the project corridor, will be protected from potential short- and long-term adverse secondary and/or cumulative impacts by the implementation of required Best Management Practices (BMPs) and the requirement to obtain a NPDES permit and ERP permit from FDEP and a Section 404 permit from the USACE prior to construction. There will be no significant increases in flood stages or adverse impacts to the upstream and downstream floodplains or wetlands. Therefore, there will be no significant impacts to floodplains or wetlands as a result of the stormwater management improvements.



Figure 4. Floodplain Impact Area

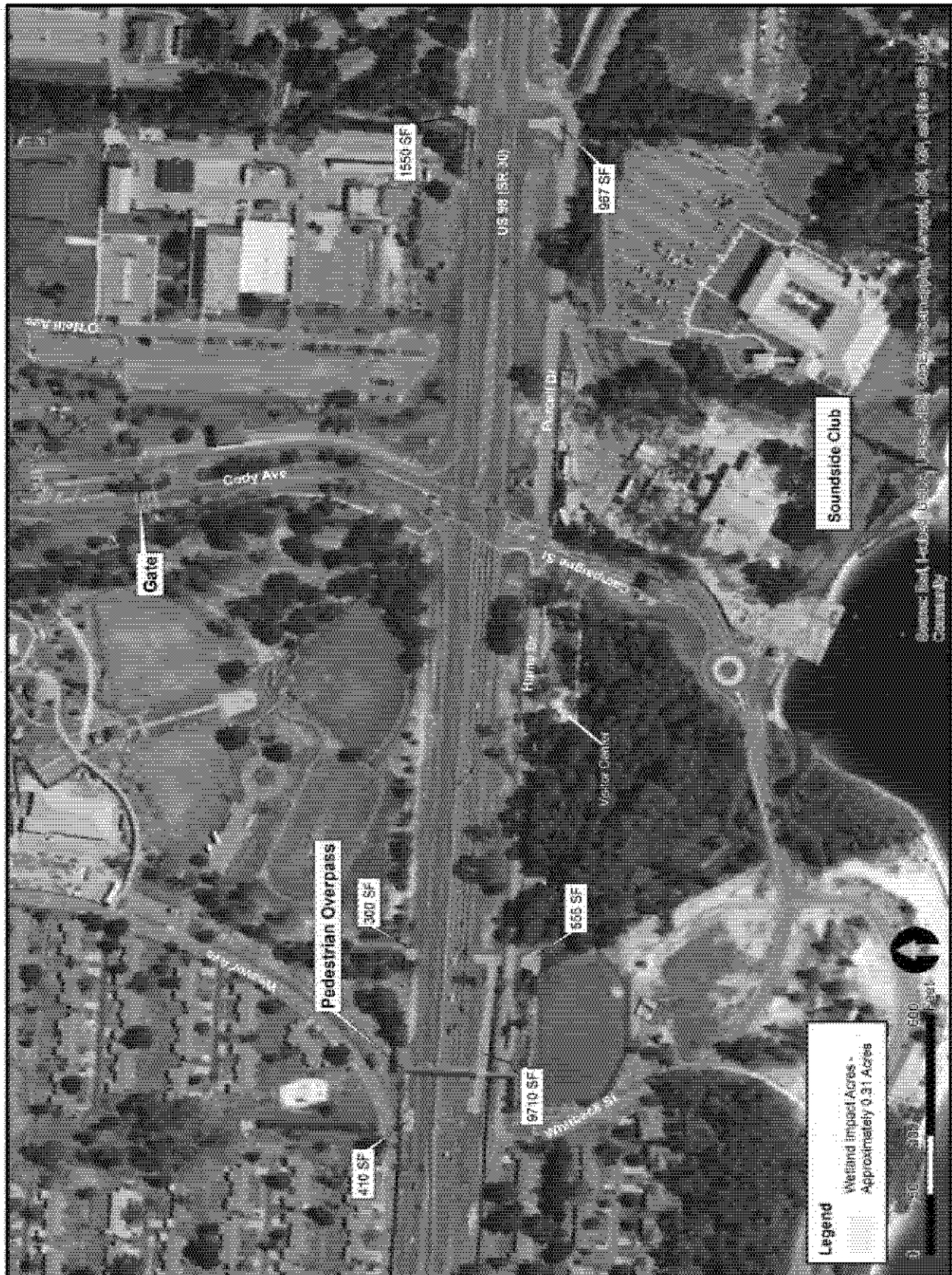


Figure 5. Wetland Impact Areas

3.2.2 Revised Southwest Ramp (Ramp D)

Southwest Ramp (Ramp D) was revised to accommodate additional vehicle storage during traffic analysis conducted as part of the Design-Build technical proposal. Adding a 300' taper and 1,500' single auxiliary lane west of the base housing entrance will impact approximately 0.47 acre of floodplains (**Figure 4**) and approximately 0.24 acre (of the total 0.31 acre) of wetlands (**Figure 5**). The remaining 0.07 acre (estimated) of wetland impacts are associated with other jurisdictional ditches and are not part of Ramp D (**Figure 5**). These impacts will not decrease the ditches capacity to convey stormwater runoff or negatively impact floodplain or wetland functions. Therefore, impacts are considered not significant.

3.2.3 Added Driveway into the Visitor's Center

Design changes to the Proposed Action include the relocation of an existing driveway into the new visitor center. This design change removes the existing driveway from Hume Drive and relocates it off of Campaigne Street. The change is necessary to improve access and safety into the visitor's center as a result of the location of the Proposed Action (Ramp D). This driveway relocation has been designed to avoid impacts to floodplains and wetlands. Therefore, there will be no impacts to floodplains or wetlands from the addition of a driveway into the visitor's center.

3.2.4 Addition of Low-Level Lighting

There will be no adverse impacts to floodplains and wetlands as a result of the addition of low-level lighting.

3.2.5 Mitigation Measures

In accordance with 32 CFR § 989.22(a), the proponent (FDOT) is responsible for funding, implementation, and adherence to mitigations that may result during permitting with the USACE and/or FDEP. Any mitigation measures needed to off-set the impacts to floodplains or wetlands will be coordinated with agencies, including the USACE, FDEP, and Hurlburt Field. Wetland assessments may be required using the USACE and FDEP approved Uniform Mitigation Assessment Method (UMAM). This UMAM approach enables regulators to apply a consistent methodology when comparing wetland impacts to their mitigation alternatives. The USACE and/or FDEP aim to maintain a no net loss of wetlands and therefore, satisfy wetland mitigation requirements in accordance with EO 11990 and Chapter 373, Florida Statutes (F.S.).

3.3 AESTHETICS

Refer to the 2010 EA, Section 3.5.3.2; page 3-37, and Section 4.3.3; page 4-17.

3.3.1 Stormwater Management Improvements

As determined in the 2010 EA, visual resources of the area will not be significantly impacted as a result of the Proposed Action. Although the aesthetics associated with a raised interchange, where an at-grade intersection currently exists, will be immediately noticeable to the traveling public; its appearance will be consistent with other transportation facilities in the area. Furthermore, the design changes to the Proposed Action such as the relocation, reconstruction, or construction of stormwater management facilities (ditches, cross drains, and existing stormwater

ponds) are a necessary and required component of a transportation facility and will not have a significant impact on the aesthetics of the area.

3.3.2 Revised Southwest Ramp (Ramp D)

Although the aesthetics associated with a raised interchange, where an at-grade intersection currently exists, will be immediately noticeable to the traveling public; its appearance will be consistent with other transportation facilities in the area. Revising Ramp D to accommodate increased vehicle storage will not have a significant impact on the aesthetics of the area.

3.3.3 Added Driveway into the Visitor's Center

The visitor's center was constructed during the 2010-2011, timeframe. Construction related to the relocation of the existing driveway into the visitor's center will not have significant impacts on the aesthetics of the area.

3.3.4 Addition of Low-Level Lighting

There will be no significant, adverse impacts to aesthetics as a result of the addition of low-level lighting. Additional roadway and bridge lighting will be coordinated with Hurlburt Field and the FAA to determine any additional height restrictions. Required marking and lighting will comply with FAA Advisory Circular 70/7460-1K, *Obstruction Marking and Lighting*. Lighting will be designed to reduce glare and eliminate light above 90 degrees from vertical to the center of the face (Superior 2012). This will also minimize potential light pollution associated with nighttime sky glow which is important for the nesting sea turtles known to occur on the barrier island located across the Santa Rosa Sound/Intracoastal Waterway.

In addition, aesthetics will be incorporated into the proposed bridge and retaining wall design. The use of the 96" Florida I-Beam produces an efficient bridge beam design with a pleasing slender appearance. Slenderness can be measured by span to depth ratio. Florida I-Beams are very resistant to corrosion and are, for the most part, maintenance free; therefore, aesthetics likely will not diminish over the life of the bridge due to beam maintenance and corrosion issues. Low-level interchange lighting will be placed on the bridge and bridge underdeck lighting will be provided to light the intersection below the bridge. The low-level interchange lighting will include lighting at the center of the bridge span and lighting spaced symmetrically on either side of the bridge (Superior 2012).

To meet Hurlburt Field's preferences, the Mechanically Stabilized Earth (MSE) wall panels will have a fractured finish and a select number of MSE wall panels will be cast with a custom Air Force Special Operations Command logo. The custom panels will be placed approximately every 100 feet along the MSE walls running alongside the ramps at all four quadrants of the bridge. Two aesthetic panel walls will be placed on each MSE retaining wall running parallel to the front of the end bents. A two tone Class 5 finish will be utilized to enhance aesthetics. The outside surface of the exterior Florida I-Beams, traffic barrier, and concrete copings will use one color while the MSE wall panels will use another. The aesthetic panels will be designed such that the protrusions are cast to easily apply the two-tone Class 5 finish. This will accent the Air Force Special Operations Command logo. The selected colors will blend with the natural surroundings such that the drivers are not distracted by contrasting colors which can dominate the field of view. During final design these aesthetic treatments will be coordinated with Hurlburt Field to

determine preferred colors and ideal placement of Air Force Special Operations Command logos (Superior 2012).

3.4 TRANSPORTATION

Refer to the 2010 EA, Section 3.5.4; pages 3-40 and 3-41, and Section 4.3.4; pages 4-18 and 4-19.

Since the 2010 EA, a traffic control plan (TCP) to minimize temporary work and construction duration while maintaining a safe work zone for the traveling public has been developed. Elements of the design and traffic control plan that will minimize impacts to the traveling public and Hurlburt Field operations include:

- Phase I of the TCP includes construction of a temporary left turn lane from westbound U.S. 98 to Campaigne Street and signal modification to add the left turn phase. This provides access from westbound U.S. 98 to the southside base housing allowing for the removal of Purcell Drive and the War Memorial and construction of Ramp A at the end of Phase I.
- Construction of all ramps in Phase I to allow complete shifting of U.S. 98 traffic to the permanently constructed ramps in Phase II.
- Careful design of the ramps, including a widened permanent shoulder on portions of Ramp A and overbuilt shoulder pavement on all ramps, allows for two lanes of U.S. 98 traffic to be maintained on permanent ramp and shoulder pavement during construction of the elevated portions of U.S. 98.
- Permanent lighting, drainage swales, and drainage structures will be built with the ramp construction in Phase I to eliminate repeat construction phases in the same areas.
- Simple span prestressed concrete girder bridge will significantly accelerate bridge construction reducing impacts to the traveling public and Hurlburt Field operations during construction.

Frequent communication with Hurlburt Field staff will help to ensure that any impacts to base operations will be negligible. To ensure that impacts to base operations are minimized, bridge superstructure elements will be constructed during nighttime, off-peak hours. Therefore, consistent with the analysis in the 2010 EA, impacts on the traveling public and Hurlburt Field operations will be further minimized and considered temporary, short-term, and not significant.

3.4.1 Stormwater Management Improvements

As determined in the 2010 EA, implementation of the Proposed Action will have temporary, short-term impacts on transportation during construction. However, construction and maintenance of the stormwater management improvements will not have significant, adverse, long-term impacts on transportation.

3.4.2 Revised Southwest Ramp (Ramp D)

As determined in the 2010 EA, implementation of the Proposed Action will have temporary, short-term impacts on transportation during construction. However, revising Ramp D will not have significant, adverse, long-term impacts on transportation. After completion, the revised

Ramp D will have beneficial impacts on transportation by increasing the storage capacity of vehicles traveling east toward the main gate for entry onto Hurlburt Field.

3.4.3 Added Driveway into the Visitor's Center

The visitor's center was constructed during the 2010-2011, timeframe. Construction related to the relocation of the existing driveway into the visitor's center will not have significant, adverse, short- or long-term impacts on transportation. Beneficial impacts could result from improved access and safety to visitors requesting information or entry onto Hurlburt Field.

3.4.4 Addition of Low-Level Lighting

There will be no significant, adverse impacts to transportation as a result of the addition of low-level lighting. Additional roadway and bridge lighting will be coordinated with Hurlburt Field and the FAA to determine any additional height restrictions. Required marking and lighting will comply with FAA Advisory Circular 70/7460-1K, *Obstruction Marking and Lighting*. Lighting will be designed to reduce glare and eliminate light above 90 degrees from vertical to the center of the face. The lighting system will allow for inspection and maintenance with conventional equipment. The under-deck lights have been located such that no more than one travel or turning lane is closed at any given time for inspection. This will allow for inspection and maintenance of these lights without the need for extensive traffic control or traffic diversions (Superior 2012). In addition, low-level lighting will create a beneficial impact by improving safety for the traveling public in the event of vehicular maintenance or emergencies.

3.5 RELATIONSHIPS BETWEEN SHORT-TERM USES OF THE ENVIRONMENT AND LONG-TERM PRODUCTIVITY

The analysis of the relationships between short-term uses of the environment and long-term productivity found in the 2010 EA, Section 4.5, page 4-20 remain unchanged as a result of the changes to the Proposed Action. Therefore, implementing the changes to the Proposed Action is not expected to degrade the productivity of the area.

3.6 CUMULATIVE IMPACTS

Refer to the 2010 EA, Sections 4.6 and 4.7; pages 4-21 through 4-25.

For this SEA, potential cumulative impacts will be addressed for the changes to the Proposed Action carried forward for detailed analysis. As mentioned in Section 2.4; page 2-9 of this SEA, the reasonably foreseeable cumulative actions discussed in the 2010 EA, Section 2.6, pages 2-25 and 2-26 and Section 4.6.2; page 4-22 as well as the past and present actions relevant to the Proposed Action in Section 4.6.1; page 4-21, remain unchanged. Many of these actions were assessed in Hurlburt's General Plan EA or were issued a CATEX from further assessment based on that EA. Some of these projects have been assessed in separate EA's or EIS's and some have been built. Therefore, the projects, as referenced above, were not carried forward for further analysis in this SEA. Design changes to the Proposed Action include:

- Stormwater Management Improvements
- Added Driveway into the Visitor's Center
- Revised Southwest Ramp (Ramp D)
- Addition of Low-Level Lighting

3.7 ANALYSIS OF CUMULATIVE IMPACTS

3.7.1 Surface Waters

Cumulative impacts to surface waters are not anticipated for the design changes to the Proposed Action. Although impervious surface will increase, the FDEP under 62-346, F.A.C., will ensure adequate stormwater controls are designed and constructed to provide the required treatment and attenuation and to prevent degradation to water quality in surface waters.

3.7.2 Floodplains and Wetlands

The 2010 EA indicated that floodplain and wetland impacts associated with the Proposed Action would not occur. However, it has been determined that design changes to the Proposed Action will impact 0.47 acre of 100-year floodplains and 0.31 acre of wetlands (jurisdictional ditches); however, this is still less when compared to the 2010 EA where Alternatives B impacted (3.30 acres of floodplains and 0.95 acre of wetlands) and D impacted (2.5 acres of floodplains and 0.78 acre of wetlands). As a result of these impacts, a FONPA has been prepared as part of this SEA. In addition, any project that will impact 100-year floodplains is required to obtain no-rise certifications that ensure backwater elevations will not rise and increase the risk of flooding to residences or businesses. Minimization and mitigation (if required) would occur through the permitting process and result in preserving, restoring or enhancing wetlands and wildlife habitats. The proponent will be responsible for obtaining all applicable wetland permits/authorizations prior to construction activities. The proponent will also be required to provide mitigation (if required) associated with wetland impacts prior to commencement of construction activities. The federal and state agencies responsible for regulating wetland impacts (USACE and FDEP) will ensure that no negative cumulative impacts to floodplains or wetlands will occur.

3.7.3 Aesthetics

Cumulative impacts to the aesthetic value of the area are not anticipated as a result of the design changes to the Proposed Action. U.S 98/S.R.30 traverses through property owned by the federal government via an easement and the immediate area surrounding the Proposed Action is under federal jurisdiction. Therefore, cumulative impacts to the aesthetic value of the area from the design changes to the Proposed Action will not detract from the existing landscape. Although the aesthetics associated with a raised interchange, where an at-grade intersection currently exists, will be immediately noticeable to the traveling public; its appearance will be consistent with other transportation facilities in the area. In addition, low-level, downward casting lighting will be installed to minimize potential light pollution associated with nighttime sky glow which is important for the nesting sea turtles known to occur on the barrier island located across the Santa Rosa Sound/Intracoastal Waterway.

3.7.4 Transportation

Cumulative impacts to transportation are not anticipated for the design changes to the Proposed Action. The 2010 EA concluded temporary, short-term impacts on transportation would occur during construction. The TCP will ensure implementation of the Proposed Action and the design changes to the Proposed Action will not have significant, adverse, long-term impacts on transportation. Revising Ramp D, adding a new driveway off of Campaigne Street, and the addition of low-level lighting will provide beneficial impacts on transportation by increasing the

storage capacity of vehicles traveling east using Ramp D, improving access and safety to visitors requesting information or entry onto Hurlburt Field, and improving safety for the traveling public in the event of vehicular maintenance or emergencies, respectively. In addition, the Design-Build Contractor will maintain a temporary traffic signal at the east gate on U.S. 98 and remove it after construction is complete. This east gate will be temporarily opened and used by Hurlburt Field personnel during construction to help alleviate congestion at the main gate.

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4.0 STATUS OF PLANS, PERMITS, AND MANAGEMENT ACTIONS

The following is a list of plans, permits, and management actions associated with the Proposed Action from the 2010 EA. These plans, permits, and management actions will be carried forward in this SEA with status updates, where applicable. The environmental impact analysis process (EIAP) under 32 CFR § 989, for the 2010 EA identified the need for these requirements which were developed through cooperation between the proponent and interested parties involved in the Proposed Action. These requirements are, therefore, to be considered as part of the Proposed Action and implementation would be through the Proposed Action's initiation. The proponent is responsible for adherence to and coordination with the listed entities to complete the plans, permits, and management actions.

4.1 PLANS

- Site Design, Construction, and Utility Plans.
- SWPPP and Stormwater, Erosion, and Sedimentation Control Plan.
 - *Status: Both plans have been developed by the Design-Build Contractor.*

4.2 PERMITS

- ERP Stormwater Permit (62-346, F.A.C).
 - *Status: FDEP ERP permit application (318495-001), to include stormwater and wetlands, and USACE Section 404 permitting have been submitted by FDOT.*
- Generic Permit for Storm Water Discharge from Construction Activities that Disturb One or More Acres of Land (NPDES Permit) (62-621, F.A.C).
 - *Status: The Design-Build Contractor will obtain the NPDES permits prior to construction.*
- Permits, easements, and authorization through Eglin Real Estate, FDOT and/or Okaloosa County prior to construction.
 - *Status: Easements have been obtained through Eglin Real Estate and FDOT.*
- Storm Sewer Permit: The proponent would be required to adhere to Phase II Municipal Separate Storm Sewer Systems (MS4) to permitting requirements.
 - *Status: The Design-Build Contractor will obtain the required permits prior to construction.*
- Coastal zone consistency determination in accordance with Florida's CZMA.
 - *Status: The CZMA determination is located in Appendix B of the 2010 EA. For this SEA, the CZMA determination is in Appendix A.*

4.3 MANAGEMENT ACTIONS

The proponent is responsible for the implementation of the following management actions.

4.3.1 Air Quality

- Impacts will be minimized by adherence to all state and local regulations and to the FDOT *Standard Specifications for Road and Bridge Construction*. Reasonable precautions would be taken to minimize fugitive particulate emissions during ground-disturbing/construction activities in accordance with the CAA and 62-296, F.A.C.
 - *Status: The Design-Build Contractor will adhere to all state and local regulations regarding air quality in accordance with the FDOT's Standard Specifications for Road and Bridge Construction.*

4.3.2 Soils and Erosion

- Where applicable, rough grade slopes or use terrace slopes to reduce erosion.
 - *Status: The Design-Build Contractor has prepared an erosion and sedimentation control plan (ESCP) and will use all applicable BMPs to prevent or minimize erosion in accordance with the FDOT's Standard Specifications for Road and Bridge Construction.*
- The Air Force requires inspection and maintenance of BMPs under the NPDES Permit.
 - *The Design-Build Contractor will obtain the NPDES permits prior to construction and be responsible for inspection and maintenance of BMPs during construction.*

4.3.3 Water Resources

- The proponent will ensure no 100-year floodplains will be impacted from construction activities related to the Proposed Action.
 - *Status: Based on the design changes to the Proposed Action, this SEA has 100-year floodplain impacts estimated at 0.47 acre.*
- In the event impacts become unavoidable, the proponent will prepare a FONPA pursuant to EO 11988 and 32 CFR § 989.14.
 - *Status: The FDOT has prepared a FONPA as part of this SEA.*
- Permits and site plan designs would include site-specific management requirements for erosion and sediment control.
 - *Status: The Design-Build Contractor has prepared an ESCP and will use all applicable BMPs to prevent or minimize erosion in accordance with the FDOT's Standard Specifications for Road and Bridge Construction. BMPs will include:*
 - *Early construction of permanent stormwater facilities to prevent sediment leaving the site.*
 - *Utilize and maintain silt fence, floating turbidity barrier, staked turbidity barrier, erosion mats, rock bags, and synthetic bales.*

- Maintain a clean, orderly jobsite and work areas.
- Take baseline turbidity samples and photographs.
- Take turbidity samples and photographs six hours after rainfall events totaling more than 1 inch.
- Perform education and training throughout construction.
- Designation of staging and storage areas for use of construction equipment.
 - Status: The Design-Build Contractor will designate staging and storage areas on the Design-Build plans.
- Entrenched silt fencing and staked hay bales would be installed and maintained along the perimeter during construction and staging and storage areas.
 - Status: The Design-Build Contractor has prepared an ESCP and will use all applicable BMPs to prevent or minimize erosion in accordance with the NPDES permit and FDOT's Standard Specifications for Road and Bridge Construction.
- Inspection of silt fencing on a weekly basis and after rain events. Replace fencing as needed.
 - Status: The Design-Build Contractor will obtain the NPDES permits prior to construction and be responsible for inspection and maintenance of BMPs during construction.
- Stockpiles would be removed in a timely manner.
 - Status: The Design-Build Contractor will be responsible for maintaining a clean, orderly jobsite and work areas.
- Waste receptacles, including dumpsters, would be covered to prevent rainwater and wildlife from entering.
 - Status: The Design-Build Contractor will be responsible for maintaining a clean, orderly jobsite and work areas, which will include covered waste receptacles and dumpsters.
- Inclusion of stormwater features designed to control runoff associated with the additional impervious surface, land clearing, grading, and excavating.
 - Status: The Design-Build Contractor will construct the permanent stormwater facilities early to prevent sediment leaving the site.
- For water quality protection, erosion control blankets/fabric and other applicable BMPs would be incorporated to reduce soil erosion and prevent sedimentation from entering surface waters, floodplains, and wetlands.
 - Status: The Design-Build Contractor has prepared an ESCP and will use all applicable BMPs to prevent or minimize erosion in accordance with the FDOT's Standard Specifications for Road and Bridge Construction. BMPs will include:
 - Early construction of permanent stormwater facilities to prevent sediment leaving the site.

- Utilize and maintain silt fence, floating turbidity barrier, staked turbidity barrier, erosion mats, rock bags, and synthetic bales.
- Storage of chemicals, cements, solvents, paints, or other potential water pollutants in locations where they cannot cause runoff pollution into surface waters, floodplains, and wetlands.
 - Status: The Design-Build Contractor will adhere to all state and local regulations regarding storage, handling, and transportation of hazardous materials and wastes management in accordance with the FDOT's Standard Specifications for Road and Bridge Construction.

4.3.4 Biological Resources

- Designation of staging and storage areas for use of construction equipment.
 - Status: The Design-Build Contractor will designate staging and storage areas on the Design-Build plans.
- In the unlikely event that construction personnel were to encounter a gopher tortoise, construction activities would cease until the animal moved outside the project limits.
 - Status: The Design-Build Contractor will ensure the following guidance is implemented:
 - Environmentally sensitive areas and wildlife habitats within the project limits are delineated on the drawings.
 - Regular environmental inspections are conducted once construction begins.
 - Field personnel are educated on proper methods when working near environmentally sensitive areas and wildlife habitat, including the identification of gopher tortoises and Eastern Indigo Snakes.
- If gopher tortoise burrow(s) are discovered within the project limits, and cannot be avoided by a minimum of 25 feet, construction activities would cease in the area, and the Contractor would immediately coordinate with the FWC to request an off-site relocation permit in accordance with FWC guidelines.
 - Status: If construction personnel encounter a gopher tortoise burrow within the project limits that can not be avoided by a minimum of 25 feet, the Design-Build Contractor will be responsible for ceasing work and contacting: Mr. Frederick A. Javier at Hurlburt Field at (850) 884-7964 and the FWC at (850)921-1029.

4.3.5 Wetlands

- To the maximum extent possible, the proponent will avoid and minimize direct and indirect disturbance of wetlands through implementation of BMPs.
 - Status: Based on the design changes to the Proposed Action, this SEA has wetland impacts estimated at 0.31 acre. The Design-Build Contractor will be responsible for avoiding unpermitted wetland impacts.

- With the implementation of Phase II of 62-346, F.A.C., the proponent will maintain a 25' buffer between construction and the wetland line.
 - Status: The Design-Build Contractor will be responsible for avoiding and/or minimizing unpermitted wetland impacts.
- In the event impacts become unavoidable, the proponent will prepare a FONPA pursuant to EO 11990 and 32 CFR 989.14, develop a mitigation plan (if required), and obtain the necessary permits necessary to satisfy the requirements of the USACE (under Section 404 of the CWA) and NFWFMD or FDEP (under 62-346, F.A.C.).
 - Status: The FDOT has prepared a FONPA as part of this SEA. All state environmental permitting will be under the jurisdiction of the FDEP and referenced under Application No. 318495-001.

4.3.6 Noise and Vibration

- Impacts will be minimized by adherence to all state and local regulations and to the FDOT *Standard Specifications for Road and Bridge Construction*. Reasonable precautions would be taken to minimize noise and vibration during ground-disturbing/construction activities in accordance with 23 CFR 772.
 - Status: The Design-Build Contractor will adhere to all state and local regulations regarding noise and vibration in accordance with the FDOT's Standard Specifications for Road and Bridge Construction.

4.3.7 Cultural Resources

- If unexpected discoveries, such as Native American graves or lost historic cemeteries, are encountered during construction of the Proposed Action, all construction activities will cease immediately and contact Hurlburt, 1 Special Operations, Civil Engineer Squadron. The Florida SHPO will be notified within 24 hours at (850) 245-6333 to begin procedures outlined in Chapter 872, F.S. (Florida's Unmarked Burial Law).
 - Status: If unexpected discoveries, such as Native American graves or lost historic cemeteries, are encountered during construction the Design-Build Contractor will cease work immediately and notify Mr. Frederick A. Javier at Hurlburt Field at (850) 884-7964.

4.3.8 Hazardous Materials

- As part of the real estate instrument, conduct an EBS in accordance with AFI 32-7066.
 - Status: An EBS has been conducted and approved in March 2011, and updated and finalized in January 2012.
- Contact Hurlburt, 1 Special Operations, Civil Engineer Squadron if unusual soil coloration and/or odors are detected and if small arms debris is found in the construction corridor.
 - Status: In the event unusual soil coloration and/or odors are detected and if small arms debris is found, the Design-Build Contractor will contact: Mr. Frederick A. Javier at Hurlburt Field at (850) 884-7964.

- Any hazardous wastes (e.g., waste adhesives and paint wastes) generated during construction would be handled by the contractor in accordance with applicable federal and state laws and regulations.
 - *Status: The Design-Build Contractor will adhere to all state and local regulations regarding storage, handling, and transportation of hazardous materials and wastes management in accordance with the FDOT's Standard Specifications for Road and Bridge Construction.*

4.3.9 Utilities

- The proponent will coordinate and obtain all applicable permits, easements, and/or authorizations prior to the commencement of construction activities that may affect that utilities service.
 - *Status: The Design-Build Contractor will coordinate and obtain all applicable utility relocation permits, easements, and/or authorizations prior to the commencement of construction activities. The Design-Build Contractor will work to ensure that the relocated facilities are fully integrated with the critical locations and elevations provided in plans.*

4.3.10 Aesthetics

- Low intensity, downward casting lights will be installed to reduce the effects from “urban” light scattering. Lighting will adhere to FAA Advisory Circular 70/7460-IK, *Obstruction Marking and Lighting*.

4.3.11 Transportation

- The proponent will coordinate with Hurlburt Field staff to ensure that any impacts to base operations will be negligible.
 - *Status: The Design-Build Contractor will coordinate the traffic control plan with Hurlburt Field to ensure impacts to base operations are negligible.*

5.0 CONSULTATION AND COORDINATION

5.1 FEDERAL, STATE, AND LOCAL AGENCIES

The section lists agencies and individuals contacted during development and preparation of this SEA.

Federal Agencies

Dan Wilcoxon
1 SOCES/CEAN
Hurlburt Field, Florida 32544

Frederick A. Javier
1 SOCES/CEAN
Hurlburt Field, Florida 32544

U.S. Army Corps of Engineers
Pensacola Regulatory Office
41 North Jefferson Street, Suite 301
Pensacola, Florida 32502

State Agencies

Lauren Milligan
Florida State Clearinghouse
3900 Commonwealth Boulevard
Mail Station 47
Tallahassee, Florida 32399-3000

Kerrie Harrell
Florida Department of Transportation
1074 Highway 90
Chipley, Florida 32428

Laura Haddock
Florida Department of Transportation
1074 Highway 90
Chipley, Florida 32428

Andy Joslyn, Karen Shea, Elizabeth Orr
Florida Department of Environmental Protection
160 Governmental Center
Pensacola, Florida 32502

5.2 PUBLIC INVOLVEMENT

The public review process provides an opportunity for the public to comment on federal actions addressed in NEPA documents. On May 21, 2013, a public notice was placed in the *Northwest Florida Daily News* announcing the availability of the Draft SEA and Draft FONSI/FONPA for 30-day public review and comment. A copy of the public notification as it ran in the newspaper is shown in **Appendix B**. Notice was also published in the *Florida Administrative Register* May 21, 2013 (Volume 39, Number 99).

No public comments were received over the 30-day period.

6.0 LIST OF PREPARERS

HDR Engineering, Inc. prepared this SEA for the Department of the Air Force in cooperation with the FDOT and Hurlburt Field. The main contributors to the document are listed below.

Name/Qualifications	Contribution	Experience
Mick Garrett - Project Manager/Senior Scientist B.S. Marine Biology	Lead Author	Thirteen years environmental science/NEPA
Josey W. Walker - Senior Scientist M.S. Environmental Planning and Management B.S. Environmental Biology	Technical Support	Twelve years of environmental science/NEPA
Cory Wilkinson - Senior Planner M.S. Environmental Science B.S. Environmental Management	Technical Support	Sixteen years environmental science/NEPA
Aubyn Williams - Planner/GIS Specialist B.A. Economics	Graphics Support	Six years of environmental science/NEPA/GIS

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7.0 REFERENCES

Environmental Assessment (EA) dated September 2010 and Finding of No Significant Impact (FONSI) signed December 7, 2010. 2010 EA.

Federal Aviation Administration (FAA). Advisory Circular 70/7460-IK, *Obstruction Marking and Lighting*. 02/01/2007.

Superior Construction Company, Southeast, LLC. Baker, Inc. American Consulting Engineers. Design-Build Technical Proposal Volumes 1 and 2. October 2012.

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Appendix A

Federal Agency Coastal Zone Management Act (CZMA) Consistency Determination

Introduction

This document provides the state of Florida with the U.S. Air Force's Consistency Determination under CZMA Section 307 and 15 C.F.R. § 930 sub-part C. The information in this Consistency Determination is provided pursuant to 15 C.F.R. § 930.39 and Section 307 of the Coastal Zone Management Act, 16 U.S.C. § 1456, as amended, and its implementing regulations at 15 C.F.R. § 930. This federal consistency determination addresses the design changes that have occurred since the 2010 Environmental Assessment (EA)/Finding of No Significant Impact (FONSI) to the Proposed Action associated with the construction of an interchange at U.S. 98/S.R.30 and Cody Avenue at the entrance to Hurlburt Field in Okaloosa County, Florida (Figures 1 and 2 of the 2013 Supplemental EA) (SEA).

Proposed Federal Agency Action:

The Proposed Action is to reconstruct and reconfigure the existing intersection of U.S. 98 and Cody Avenue, which leads to the main gate at Hurlburt Field, to provide increased capacity to improve the operation of the interchange/intersection by providing an adequate traffic level of service in the future (reduce traffic delays and congestion) and improve access to Hurlburt Field by reducing response times for personnel living off base, which will subsequently enhance safety. The design changes to the Proposed Action since the 2010 EA would include the following actions:

- Stormwater Management Improvements
- Revised Southwest Ramp (Ramp D)
- Added Driveway into the Visitor's Center
- Addition of Low-Level Lighting

Federal Consistency Review

Statutes addressed as part of the Florida Coastal Zone Management Program consistency review and considered in the analysis of the design changes to the Proposed Action are discussed in the following table.

Pursuant to 15 C.F.R. § 930.41, the Florida State Clearinghouse has 60 days from receipt of this document in which to concur with or object to this Consistency Determination, or to request an extension, in writing, under 15 C.F.R. § 930.41(b). Florida's concurrence will be presumed if Hurlburt Field does not receive its response on the 60th day from receipt of this determination.

Florida Coastal Management Program Consistency Review

Statute	Consistency	Scope
Chapter 161 <i>Beach and Shore Preservation</i>	The design changes to the Proposed Action would not affect beach and shore management, specifically as it pertains to: The Coastal Construction Permit Program. The Coastal Construction Control Line (CCCL) Permit Program. The Coastal Zone Protection Program. All activities would occur on federal property.	This statute provides policy for the regulation of construction, reconstruction, and other physical activities related to the beaches and shores of the state. Additionally, this statute requires the restoration and maintenance of critically eroding beaches.
Chapter 163, Part II <i>Growth Policy; County and Municipal Planning; Land Development Regulation</i>	The design changes to the Proposed Action would not affect local government comprehensive plans.	Requires local governments to prepare, adopt, and implement comprehensive plans that encourage the most appropriate use of land and natural resources in a manner consistent with the public interest.
Chapter 186 <i>State and Regional Planning</i>	The design changes to the Proposed Action would be consistent with Florida's statutes and regulations regarding state plans for water use, land development or transportation.	Details state-level planning efforts. Requires the development of special statewide plans governing water use, land development, and transportation.
Chapter 252 <i>Emergency Management</i>	The design changes to the Proposed Action would not affect the state's vulnerability to natural disasters. The Proposed Action would not affect emergency response and evacuation procedures.	Provides for planning and implementation of the state's response to, efforts to recover from, and the mitigation of natural and manmade disasters.
Chapter 253 <i>State Lands</i>	All actions will take place within Eglin property. Therefore, the design changes to the Proposed Action would not negatively affect state lands.	Addresses the state's administration of public lands and property of this state and provides direction regarding the acquisition, disposal, and management of all state lands.
Chapter 258 <i>State Parks and Preserves</i>	All actions would take place within Eglin property. Therefore, the design changes to the Proposed Action would not negatively affect state parks, recreational areas and aquatic preserves.	Addresses administration and management of state parks and preserves.
Chapter 259 <i>Land Acquisition for Conservation or Recreation</i>	The design changes to the Proposed Action would not affect tourism and/or outdoor recreation.	Authorizes acquisition of environmentally endangered lands and outdoor recreation lands.

Statute	Consistency	Scope
Chapter 260 <i>Florida Greenways and Trails Act</i>	The design changes to the Proposed Action would not affect the Greenways and Trails Program.	Established in order to conserve, develop, and use the natural resources of Florida for healthful and recreational purposes.
Chapter 267 <i>Historical Resources</i>	There are no known cultural resources located in the vicinity of the project area. However, in the event that additional archaeological resources are inadvertently discovered during construction, 96th CEG/CEVH, Cultural Resources would be notified immediately and further ground-disturbing activities would cease in that area. Identified resources would be managed in compliance with Federal Law and Air Force regulations. Therefore, the design changes to the Proposed Action would be consistent with Florida's statutes and regulations regarding the state's archaeological and historical resources.	Addresses management and preservation of the state's archaeological and historical resources.
Chapter 288 <i>Commercial Development and Capital Improvements</i>	The design changes to the Proposed Action would occur on federal property and would not affect future business opportunities on state lands, or the promotion of tourism in the region.	Promotes and develops general business, trade, and tourism components of the state economy
Chapter 334 <i>Transportation Administration</i>	The design changes to the Proposed Action would temporarily affect transportation during construction. However, a long-term benefit is expected after project completion.	Addresses the state's policy concerning transportation administration.
Chapter 339 <i>Transportation Finance and Planning</i>	The design changes to the Proposed Action would not affect the finance and planning needs of the state's transportation system.	Addresses the finance and planning needs of the state's transportation system.

Statute	Consistency	Scope
Chapter 373 <i>Water Resources</i>	Short-term, minor, adverse effects on floodplains (0.47 acre) and wetlands (0.31 acre) would be expected from activities related to construction of stormwater management facilities and Ramp D. Impacts on water resources would be reduced with the implementation of best management practices (BMPs) and mitigation measures described in Section 4 of the 2010 EA and 2013 SEA. An Environmental Resource Program (ERP) Permit from the FDEP per F.A.C. 62-346, would be required for the design changes to the Proposed Action. Therefore, the design changes to the Proposed Action would be consistent with Florida's statutes and regulations regarding the water resources of the state.	Addresses sustainable water management; the conservation of surface and ground waters for full beneficial use; the preservation of natural resources, fish, and wildlife; protecting public land; and promoting the health and general welfare of Floridians.
Chapter 375 <i>Outdoor Recreation and Conservation Lands</i>	The design changes to the Proposed Action would not affect opportunities for recreation on state lands.	Develops comprehensive multipurpose outdoor recreation plan to document recreational supply and demand, describe current recreational opportunities, estimate need for additional recreational opportunities, and propose means to meet the identified needs.

Statute	Consistency	Scope
Chapter 376 <i>Pollutant Discharge Prevention and Removal</i>	A Phase 1 Environmental Baseline Survey (EBS) was conducted and approved by Eglin AFB. If contamination is encountered, material would be handled, stored, transported, and disposed of in accordance with applicable Federal, state, and local regulations. Potential impacts on or from contaminated materials would be reduced with the implementation of BMPs and environmental protection measures described in Section 4 of the 2010 EA and 2013 SEA. Therefore, the design changes to the Proposed Action would be consistent with Florida's statutes and regulations regarding the transfer, storage, or transportation of pollutants.	Regulates transfer, storage, and transportation of pollutants, and cleanup of pollutant discharges.
Chapter 377 <i>Energy Resources</i>	The design changes to the Proposed Action would not affect energy resource production, including oil and gas, and/or the transportation of oil and gas.	Addresses regulation, planning, and development of oil and gas resources of the state.
Chapter 379 <i>Fish and Wildlife Conservation</i>	There are no rare, threatened or endangered species or impacts to critical habitats associated with this project. Therefore, the design changes to the Proposed Action would be consistent with the State's policies concerning the protection of wildlife.	Addresses the management and protection of the state of Florida's wide diversity of fish and wildlife resources.
Chapter 380 <i>Land and Water Management</i>	The design changes to the Proposed Action would occur on federally owned lands. Under the Proposed Action, development of state lands with regional (i.e. more than one county) impacts would not occur. No changes to coastal infrastructure such as capacity increases of existing coastal infrastructure, or use of state funds for infrastructure planning, designing or construction would occur.	Establishes land and water management policies to guide and coordinate local decisions relating to growth and development.
Chapter 381 <i>Public Health, General Provisions</i>	The design changes to the Proposed Action would not affect the state's policy concerning the public health system.	Establishes public policy concerning the state's public health system.

Statute	Consistency	Scope
Chapter 388 <i>Mosquito Control</i>	The design changes to the Proposed Action would not affect mosquito control efforts.	Addresses mosquito control effort in the state.
Chapter 403 <i>Environmental Control</i>	Air quality impacts from the design changes to the Proposed Action would be minimal. The Contractor would take reasonable precautions to minimize fugitive particulate (dust) emissions during any construction activities in accordance with F.A.C. 62-296 and the FDOT's <i>Standards Specifications for Road and Bridge Construction</i> . Therefore, the design changes to the Proposed Action would be consistent with the State's policies concerning water quality, air quality, pollution control, solid waste management, or other environmental control efforts.	Establishes public policy concerning environmental control in the state.
Chapter 582 <i>Soil and Water Conservation</i>	Short-term, minor, adverse effects on soils would be expected from activities related to construction. The construction would require minor disturbance of previously disturbed soils for construction access, demolition of existing structures, and installation of new pavement. This would result in an increased potential for soil erosion and sedimentation from disturbance to the site and removal of vegetation. Soil erosion would be limited by adhering to construction BMPs for work within wetlands and floodplains. Therefore, the design changes to the Proposed Action would be consistent with the Florida's statutes and regulations regarding soil and water conservation efforts.	Provides for the control and prevention of soil erosion.

Appendix A

Florida Coastal Management Program (FCMP) Concurrence

From: Milligan, Lauren <Lauren.Milligan@dep.state.fl.us>
Sent: Monday, May 20, 2013 2:47 PM
To: Wilkinson, Cory
Cc: Kerrie.Harrell@dot.state.fl.us; Garrett, Michael; Haddock, Laura; Javier, Frederick A CIV
USAF AFSOC 1 SOCES/CEAN; Furman, Natalie; Stahl, Chris
Subject: RE: U.S 98 at Hurlburt Field Entrance - State Clearance Letter

Cory Wilkinson, AICP CEP
HDR Engineering, Inc.
25 West Cedar Street, Suite 200
Pensacola, FL 32502

RE: Department of the Air Force and Department of Transportation – Draft Supplemental Environmental Assessment – US 98 (SR 30) at the Entrance to Hurlburt Field – Okaloosa County, Florida.
SAI # FL201305206595C (Reference Previous SAI # FL200310034120C)

Dear Cory:

Florida State Clearinghouse staff has reviewed the referenced Draft Supplemental Environmental Assessment (SEA) under the following authorities: Presidential Executive Order 12372; § 403.061(42), *Florida Statutes*; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

Please be advised that the Florida Department of Transportation's District Three staff has applied for the required stormwater environmental resource permit (Application No. 318495-001) to construct the intersection improvements project from the Department's Northwest District Office in Pensacola. Further inquiries concerning the state's environmental resource permitting requirements should be directed to Ms. Elizabeth Orr at (850) 595-0630.

Based on the information contained in the Draft SEA, minimal project impacts and current interagency regulatory review, the state has no objections to the allocation of federal funds for the referenced project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). The state's continued concurrence will be based on the activity's compliance with FCMP authorities, including federal and state monitoring of the activity to ensure its continued conformance, and the adequate resolution of any issues identified during the current permitting process. The state's final concurrence of the project's consistency with the FCMP will be determined upon completion of the environmental permitting process, in accordance with Section 373.428, *Florida Statutes*.

If you have any questions regarding this message or the state intergovernmental review process, please don't hesitate to contact me at (850) 245-2170 or Lauren.Milligan@dep.state.fl.us. Thank you.

Yours sincerely,

Lauren P. Milligan

Lauren P. Milligan, Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Blvd, M.S. 47

Tallahassee, FL 32399-3000
ph. (850) 245-2170
fax (850) 245-2190

Please take a few minutes to share your comments on the service you received from the department by clicking on this link [DEP Customer Survey](#).

From: Wilkinson, Cory [<mailto:Cory.Wilkinson@hdrinc.com>]
Sent: Friday, May 17, 2013 11:35 AM
To: Milligan, Lauren
Cc: Harrell, Kerrie (Kerrie.Harrell@dot.state.fl.us); Garrett, Michael; Haddock, Laura; Javier, Frederick A CIV
USAF AFSOC I SOCES/CEAN; Furman, Natalie
Subject: FW: U.S 98 at Hurlburt Field Entrance

Lauren:

On behalf of Fred Javier at Hurlburt (on cc), Laura Haddock and Kerrie Harrell at FDOT (on cc), and Mick Garret at HDR (on cc), attached is a Supplemental Environmental Assessment for processing through the State Clearinghouse to begin the required review. Also attached are the draft FONSI/FONPA document and the Notice of Availability documents.

Cory Wilkinson
AICP CEP
HDR Engineering, Inc.
25 West Cedar St., Suite 200
Pensacola, FL 32502
850.432.6800 | cory.wilkinson@hdrinc.com

Appendix B

Public Involvement

Public Notice

In compliance with the National Environmental Policy Act, Hurlburt Field announces the availability of a Draft Supplemental Environmental Assessment (SEA) for the U.S. 98 (S.R. 30) at the Entrance to Hurlburt Field at Hurlburt Field, Florida for public review and comment.

This SEA examines the potential environmental impacts resulting from the design changes that have occurred to the Proposed Action since the initial Environmental Assessment (EA) dated September 2010 and Finding of No Significant Impact (FONSI) signed December 7, 2010.

The purpose of the SEA is to further refine and improve the U.S. 98 interchange at the entrance to Hurlburt Field to produce a more efficient, productive, and safe transportation system while adequately addressing the purpose and need defined in the 2010 EA.

Your comments on this Draft SEA are requested. Letters and other written or oral comments may be published in the Final SEA. As required by law, comments will be addressed in the Final SEA and made available to the public. Any personal information provided, including private addresses, will be used only to identify your desire to make a statement during the public comment period or to compile a mailing list to fulfill requests for copies of the Final SEA or associated documents. However, only the names and respective comments or respondent individuals will be disclosed; personal home addresses and phone numbers will not be published in the Final SEA.

The Draft SEA is available for review on the web at <http://www.hurlburt.af.mil/library/index.asp> under the "Hurlburt Field Environmental Documents" link. The public library in Fort Walton Beach located at 185 SE Miracle Strip Parkway and the public library in Mary Esther located at 100 Hollywood Boulevard have computers available to the general public and librarians who can provide assistance linking to the documents.

Copies will be available for review from Tuesday, May 21, 2013 to Friday, June 21, 2013. Comments must be received by Friday, June 21, 2013.

For more information or to comment on the Draft SEA, contact Amy Nicholson, 1st Special Operations Wing/ Public Affairs, 344 Tully Street, Hurlburt Field, Florida 32544; email: amy.nicholson@hurlburt.af.mil; Tel: (850) 884-3373.

2013/5/21

Public Notice as published May 21, 2013, in the *Northwest Florida Daily News*.

HDR ENGINEERING, INC. – PENSACOLA
Notice of Availability – Hurlburt Field/FDOT
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